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William E.Olson, editor. 842 Mission Hills Lane, Worthington, Ohio 43085

### Membership Years

First, there is one thing I thought had been explained, but which I think could stand highlighting again.

THE CLUB NO LONGER RUNS ON A CALENDAR YEAR BASIS. THE CURRENT MEMBERSHIP YEAR STARTED SEPT. 1, 1984 AND WILL END AUG. 31, 1985. THIS MEMBERSHIP YEAR IS EQUIVALENT TO VOLUME III OF THE BULLETIN.

Originally, the Club was more-or-less on a calendar year basis; however, Dave Lewis was unable to publish all of the "1983" issues (Volume II) in 1983, and the last of the Vol. II issues was not mailed until August 1984. Thus, the new (and current) membership year began September 1, 1984, and all members were requested to renew before that date. Most did not, and I received a number of letters from members who were plainly confused. Some were sure they'd paid for "1984" when in fact they'd paid for "1983," that is, Volume II. Some paid for Volume III twice and I sent their checks back.

There are nine issues of the Bulletin in each membership year. So, everyone who has paid for Volume III will receive six issues after this one. They will be mailed on approximately the following dates:

January 5  
February 15  
March 20

April 15  
May 20  
July 1.

The first issue of Volume IV will be mailed around September 1, 1985. (I purposely left some space in the summer months because ads slow up a lot then, and because it gives me a little room to be late and still not change the Sept. 1-Aug. 31 membership year.)

I put a month and year date on the first page of each issue for convenience of identifying later when that issue came out. There will obviously not be an issue in every calendar month. (For example, there is no "November 1984.")

I thought all this had been made clear to everyone, but on looking back over the past several issues, I can see how it might have been done better.



*Founded by Dave Lewis in 1980*





As of this writing (November 20), approximately 260 members have paid for Volume III, including all of the new members, but I have not received renewal payments from about 120 people who were members during the Volume II period. I expect that more renewals will come in. There are enough paid members now to enable the Club to carry on pretty much as before, and the Bulletin to continue without major cutbacks in size. At least this is my present estimate. There are, however, two potentially significant problems.

First, we must have a minimum of 200 members on the bulk mail rate, because under the Postal Service regulations I cannot make a bulk mailing of less than 200 copies. As of now, I do not have 200 paid bulk rate members, primarily due to the lack of renewals, but also because many people who have paid switched to first class. I may have to mail this issue, and conceivably future issues as well, by a different, more expensive means. Bulk rate is much cheaper than all other alternatives: 11¢ per copy versus 54¢ first class for the average issue; third class rates are the same as first up through five ounces, so that does not help. I may delay mailing this issue until 200 bulk rate members have paid; if it's late, that's why. The second potential problem is a possible postal rate increase in early 1985. Even if this is only a few cents per copy, it could add up to something significant.

The more members we have, the sounder the financial basis of the Club will be, and the more potential for improving and/or expanding the Bulletin. Conversely, the fewer members, the more marginal and shaky things get. This is because the incremental cost of serving each additional member declines on a curve, once you reach a certain level, probably around 200-250 members. (I haven't been in the utility business for 22 years without learning something about rate structures!) There are some ways of minimizing expenses without sacrificing quality; I have put some of these into effect, and will do more if necessary. (One of these is to collate and staple the copies myself. I did this on the last two issues, and this one. It takes several tedious hours, even with help. I do not wish to continue the practice, but will do so if necessary since it saves \$40-50 per issue.)

As you know, Issues 1 and 2 of Volume III were sent to all members. If some of these people do not renew, they will have received a bonus they did not pay for, at the expense of all the rest of us. I will not allow this to happen again: in 1985, as we near the end of Volume III, there will be a better procedure for reminding people to renew and insuring that everyone gets no more or no less than he has paid for.

#### Club Will Remain Sound

Next month, the true membership and financial status of the Club should be clear, and I will give a more detailed report about it. We've had more than enough dreary stuff for one issue already. I hope I have not sounded unduly gloomy. There is no need for gloom. I am convinced that this Club has a solid, enduring foundation and that at this time next year we shall be, in Dug Waggoner's words, **STILL RUNNING STRONG**. I certainly intend to do all in my power to see that this is so. And, to you all, my very best wishes for a happy, healthy, prosperous, prize-winning New Year.



- Bill

# A Bad Case of Fever!



Story by Arthur Moore (#457) of Oakdale, California

"Buick Fever" never strikes in a mild form. It seems to me that it is always malignant and most often terminal. After being a peace-abiding, fun-loving, easy-going person for some years I moved [last year] to a new church, which I was to pastor. It seems that a good number of these folks had at least one major vice...namely "Buicks."

I tried for some time to resist this apparently fatal malady. It just didn't work. Our school secretary's husband rolled into the parking lot several months ago in a beautiful '37, model 41. The virus! It was too late, I was infected!

In my business you always look for the "Lord to provide." That afternoon, I found nicely tucked into a Classic Car section of our newspaper, the following ad:

"For Sale, 1937 Buick, 40 Series,  
excellent original condition, many  
spare parts, Phone....."

By evening I had cornered several "Buick Experts" in my congregation for an analysis of my find. Within an hour I was behind the wheel and driving home my very own "When in Rome, do as the Romans do" Buick automobile.

The car had been owned by the original owner until his death in 1972 and then became a part of his estate. With 93,000 original miles, it had spent its entire life in the San Francisco Bay area of California. The original Owner Service Policy and delivery certificate indicated it had been purchased by Peter Seguinot on April 3, 1937, at Chaplin Motor Sales Company in Alameda, California.

Except for a few dents and dings the exterior was in very good condition. The original headliner was still intact without a rip. The broadcloth upholstery was complete except for a few minor rips and tears.

With the purchase price came an extra complete engine, transmission, rearend, radio and multiple other parts from a parts car of the same year and model.

This "37 Buick" virus has now been working on me for 9 months. The engine is now apart and is close to going back together. The original interior, though good, is brittle and will soon be replaced with Mohair that may cost about \$950.00 per yard... (Ministerially speaking). The original Wellington Gray will give way to Sandringham Maroon. The 1951 Buick wheels and hubcaps will be replaced by original wheels and hubcaps I received with the parts car.

**Proud 1937 Owner**

Wow! Am I depressed! Pray for me! What this Club needs is a chaplain!  
Perhaps one will volunteer.

"Art"

\* \* \* \* \*

Fellow Members, we must surely pray for Brother Moore, for his mind has been clouded by the Forces of Evil. No pestilence nor plague has he; nor has he been led into temptation. He has found Enlightenment-and Deliverance from boredom, from misery, from impoverishment of spirit; yea, even from the very Root of Evil, his Money. Let the scales fall from his eyes, that he may again see Truth!

Proof of Brother Moore's enlightened state is before you. With his request to join this Club, as a New Member, he sent me not only money, and not only the entertaining story printed above, but also a note saying he wished to "start out right by being a participant." Now, Dave Lewis and I have been battering on you, and pleading with you, and threatening you, for four years, and most of you yet remain mute. And Arthur Moore gives me good stuff on his first day! Shame on all you lazy people! To you I say: "Go thou and do likewise."

- Bill

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Delco/Remy Data Plates. \$5/Ea.  
Fr. Fender Parking Light Lens. \$17.50/Ea.  
Radio Dial Glass (Silkscreened) \$16.  
Clock Glass Face(Silkscreened) \$16.  
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1938 Map Light Covers - \$35  
State Year/Model With Order. Shipping  
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more items. Send \$2 or place order.



1927  
TO  
1953

### WIRING HARNESSSES

MANUFACTURED WITH THE FINEST MATERIALS AVAILABLE. THE MOST AUTHENTIC REPRODUCTION OF G.M. WIRE, CONSTRUCTION, AND BRAIDING. ALL WITH COMPLETE INSTALLATION LISTING. WE HAVE SPECIFICATIONS FOR MOST BUICKS, BUT WE CAN MAKE ANY HARNESS THRU 1954 WITH YOUR ORIGINAL SAMPLE. CUSTOM TURN SIGNALS, OPTIONS UPON REQUEST.

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# PROUD 1938 OWNER



## MORE



## FEVER!

Story by David A. Bylsma of Severn, Maryland

My story starts when I was about three years old, and we lived in Minnesota. A friend of my father had a 1938 Buick 46-C. Something about the car caught my father's eye, and after a lot of talking, the man sold the car to my father. Dad would drive us around in the car, and of course we would ride in the rumble seat.

Shortly before my father got a job offer in Florida, the Buick got a sick transmission. Since he had no way of moving the Buick, he had to sell it. He sold it, but once in Florida he started looking for another. As you all know, a 1938 Buick convertible coupe is not very easy to find. About sixteen years and three 1938 Buicks later, my father found his dream car. We were at a B.C.A. meeting one night, and my father made the comment he would like to find a 1938 Buick convertible coupe. Believe it or not, a man we had known for some time said, "I know where you can get one."

He had owned one for some time. When asked why he never told us before, he said, "You never asked." We made arrangements to see the car the following weekend, and went with tow bar, chains, and anything else we thought we might need. Upon inspection of the car we found that it had all of its original parts. Since we were floating on cloud nine, we did not care about the bad spots. After looking for a car for sixteen years, you grab the first one you run across. We were told the car had been restored three times. After some conversation on the price of the car my father bought it, and homeward we went with Dad's new toy.

Once in the driveway at home, we gave it a bath. At this time we started looking at the car more closely to see how much work we had ahead of us. The floor board was so bad, someone had poured concrete onto it to give you something to put your feet on. The trunk lid was rusted away at the bottom so you could pull the outer skin away from the inner frame, and the rag top was shot. Now if you have ever had Buick fever before, you would agree with me, from the description I just gave you, that the car was just beautiful. [Don't we all have "Buick fever"? -Ed.]

After being around a 1938 Buick since I was three, the car kind of grew on me. So when Dad asked me if I wanted to help restore it, I jumped in with wrench and screwdriver in hand. Dad and I made this a father and son project. We took every nut and bolt off of it, we got the frame sandblasted, and started

putting it back together, with every N.O.S. part we could find. Mechanically it is now brand new from bumper to bumper. The body is about seventy-five percent finished. We are trying to do as much of the work as we can, and so far we have done everything. As everyone should know, it is very hard to find the spare time to do anything let alone time for a project this size. [Try putting out this paper and restoring a car! -Ed.]

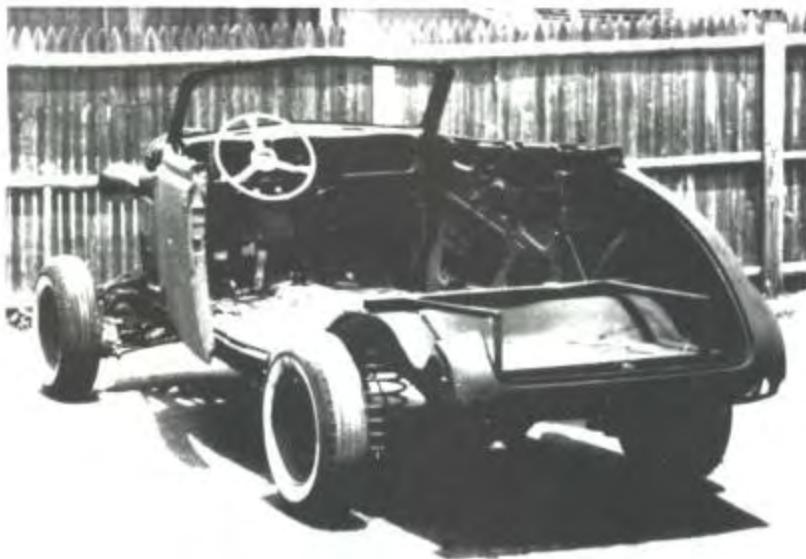
As the car starts coming together it gives you a good feeling. We hope to have the car on the road by the summer of 1986, and the best part of it is, we did it all ourselves, together. I hope that every father and son can find something to do and enjoy together. Well, that's all for now. A follow-up will come sometime in 1986.

-DAVID

\* \* \* \* \*

This is good stuff, and I think every father among us whose son or sons are off chasing girls or rock stars may read it a bit wistfully. (Not that girls and rock stars aren't good, too, of course.) David sent in several photos, of which I've selected a few that I thought were the most interesting. Remember the story of what happened to Harold Peterson when he tried to drive a car without seats, David? Editor's applause to the Bylsmas, father and son, for a terrific project. We are all awaiting the completion of the story and now I'm going out to mix up some concrete.

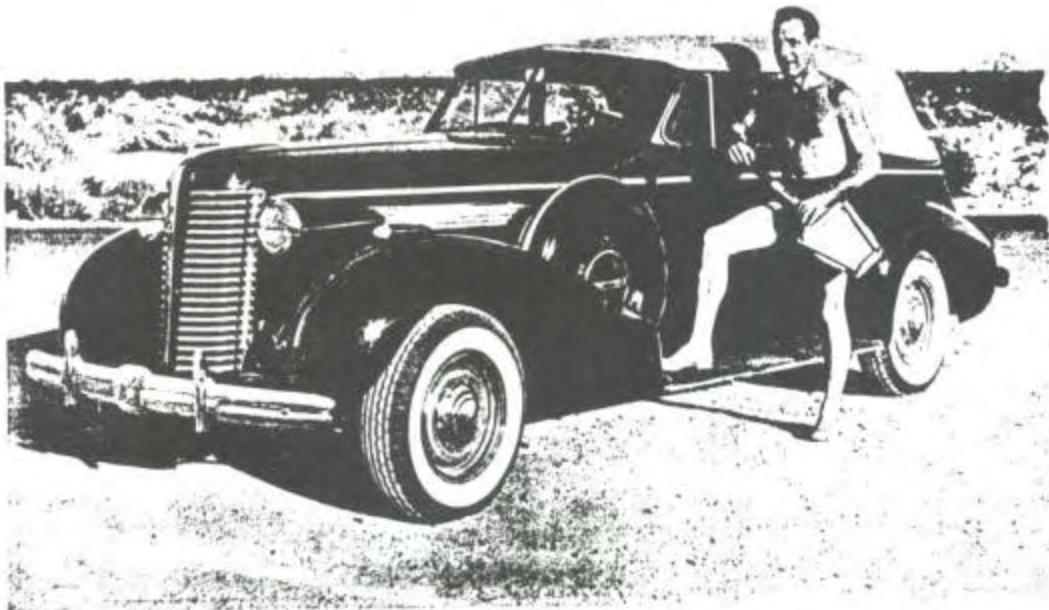
-Bill



Just after installing a whole new floor.  
Ever wonder what cars look like inside?



# Better Buy Buick!



Humphrey Bogart,  
Warner Bros. star,  
and his new  
1938 Buick

We are proud to announce

the delivery of one of the first 1938 Buicks  
in Hollywood to Mr. Humphrey Bogart.

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Service

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HOWARD AUTOMOBILE CO. OF LOS ANGELES

6660 Sunset Boulevard

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The movie colony is more BUICK minded than ever before

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## TENNIS, ANYONE ?

This ad appeared in *Screen Guild* for November 1937. Hope Bogie liked the car. Thanks for this to Doug Nelson (#051) of Salem, OR, who received the ad from a fellow car buff whose father was a movie actor in those good old days. Anybody out there have more stuff like this? Incidentally, Doug says he did indeed drive his '38 66S through Canada this summer (see Vol. II, no. 9, pp. 3 & 4), and will give us an account of this trip.



## Across the Editor's Desk



Sooner or later, the editor of every publication falls prey to the temptation to print a selection of favorable comments from his readers. This Editor is no exception, although I have resisted the temptation for a while -- just long enough to get enough such comments to print! Usually, this editorial ego trip is tempered by the printing also of a criticism or two, since every editor wants to look like he's unbiased. However, I cannot do much in the way of such a balance, since with one exception I have received no criticism at all. A few of these comments appear below, along with the exception, which comes, I hasten to add, from a well-known malcontent and bad-mouth.

"You and Dave have done a wonderful job."

Lou Wildt (#245)  
Cincinnati, OH

"Keep up the good work."

Len Specht (#317)  
Westfield, NJ

"...one hell of a grand job. Thanks."

Paul Brennan (#071)  
Marquette, MI

"Dave did a terrific job starting this Club, and... you're doing great."

Dug Waggoner (#010)  
San Francisco, CA

"I enjoy the newsletter immensely..."

Joe McKee (#433)  
Cheyenne, WY

"You've taken on quite a chore but are doing a fine job."

Robert Ward (#114)  
Beaverton, Ontario

"I don't want to hear any more [bleep] about my expert spelling, Olson."

Dave Lewis (#237)  
Springfield, IL

Lest anybody get the wrong idea, the bad-mouthing was good-natured, and accompanied a copy of a letter sent to Mr. Lewis from a now-forgotten correspondent, whose handwriting, spelling and syntax were so atrociously bad as to defy comparison. Upon seeing this, I promised to end all talk about Lewis' spelling, but have been unable to resist breaching that promise, as you've no doubt noticed. Feeling another jerk from Editor's Conscience, I end the chattering with these thoughts: (1) thanks for the praise, I'll keep trying to deserve it; (2) criticism is allowed, so don't keep it bottled up if you've got any.

— Bill

# TECHNICAL TIPS and QUESTIONS

NOTE ON TECHNICAL QUESTIONS. It appears to Dave and me, particularly from some questions asked of Dave in the past, that some people are trying to repair or restore cars without shop manuals or Fisher body manuals. Reprints of these may be bought from several sources. They do not cost a great deal. I think I paid about \$20 for my 1937 Buick Shop Manual reprint, and maybe \$15 for a 1937-38 Fisher Body Manual reprint. (You can also find originals of these if you keep looking.) In our judgment, no one should attempt to restore, or even maintain, a '37 or '38 Buick without these books. They will answer many, many questions, and save you much time and money. They are absolutely the best investment you can make. One source for these is Crank 'en Hope Publications, 461 Sloan Alley, Blairsville, PA 15717 (412/459-8853). Other sources are listed in Hemmings Motor News. Incidentally, if you don't get Hemmings, you should: it is the general old-car periodical. (HMN Subscriptions, Box 100, Bennington, VT 05201. Bulk rate, \$15.50; bulk rate Canada, \$29.50; first class, \$42.50 per year.) Another publication which I think is interesting, and now and then really helpful, is Skinned Knuckles (a Journal of Car Restoration), 175 May Avenue, Monrovia, CA 91016; \$10 U.S., \$13 foreign per year.

1937 REAR SPRINGS. The first time I had my car put up on a lift, supported on the frame, the rear leaf springs looked like they were going to fall apart on the spot. In part this was due to the fact that the rebound clips were long gone, but the leaves themselves looked none too good, and I decided to replace them. I thought of trying a local spring shop, but this meant taking the old ones off in my garage (which, I'm sorry to say, is not quite like Jimmy Haggland's garage) leaving them for a pattern, and then, while weeks turned into months, listening to this old refrain: "Oh, yeah, we'll get to that this week," ultimately followed by this: "Old Buick springs? Gee, I dunno, mister, Charley threw out a bunch of old springs the other day." Instead, I had new ones made by National Spring Company (630 Grand Ave., Spring Valley, CA 92077 - 619/697-3544) and sent to me. National has the specs and patterns for all '37 Buicks, and can supply clips and U-bolts (and probably shackles) as well. The originals, of course, had metal covers, and canvas wraps to contain grease. (In my case, those also were long gone.) National is not able to duplicate these; I had spring liner put between the leaves, and will forget about the covers. Dave Lewis tells me he's never seen judges bother about the lack of covers, but if you want to be 100% authentic, White Post Restorations (White Post, VA 22663) can make the covers. As I recall, National charged about \$380 for the new springs (for a 40-series); the covers, if you want them, would run another \$300 at least. Recently I had the new springs installed by my favorite grunt-and-swear mechanic, Lee, and they popped in neatly. In particular, I liked the way National duplicated the threaded end loops where the shackles attach. (Lee, incidentally, is a story in himself; this may be told someday in these pages if you guys don't step up your contributions.)

## PARTS WANTED

## TOO LATE TO CLASSIFY



**WANTED --** Rust-free 1938 model 41 body (Special 4-dr. trunk-back), in one piece or disassembled; or will buy whole car; car in running condition not necessary.

DAVE LEWIS (#237)

3825 South Second St., Springfield, IL 62703    217/529-5290





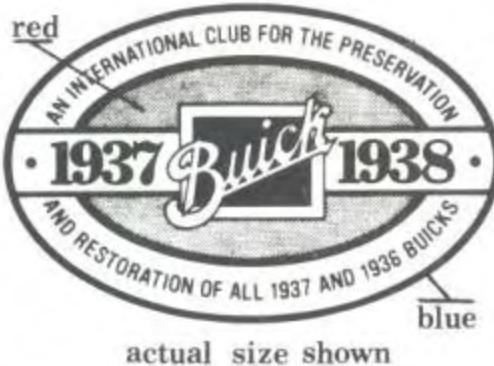
## TECHNICAL TIPS



FUEL TANK REPAIR. In the same adventure, Lee undertook removal of the fuel tank. There's a trick to this; read the service manual. Lee didn't (I'm not at all sure he can read), and so ended up taking off the right rear fender, which one doesn't have to do. No big deal, however. Of course, when the tank came back from the boil-out people, it wouldn't hold pressure: there were dozens, maybe hundreds, of little holes where once had been rust or sludge. Lee's boss panicked: the Buick would be stuck in the shop for weeks while I tried to find somebody to make one, or we searched for a modern tank that would more-or-less fit. No need to panic. Both Lee and Dave Lewis had the same answer: clean off all rust on the outside (glass bead machine is good, not high-pressure sandblast), then cover the holes with fiberglass mat and epoxy. In my case, this meant covering the whole tank with this stuff. In many cases, it will be the top of the tank that's bad, and for the sake of appearance it's better not to use the fiberglass-and-epoxy on the bottom if you can avoid it. I couldn't because the holes were all over. Sand the epoxy as smooth as you can, then spray with undercoating. Finally, seal the interior of the tank with Bill Hirsch sealer. Strips cut neatly from an old inner tube make good substitutes for the old canvas between the tank and the straps. (Olson's Second Law: never, never throw out an inner tube.) When you re-install the sending unit, make sure it is grounded to the tank, and that the tank is grounded to the frame when it goes back in. You may make things go better by cutting out a section of the filler neck and replacing that with Vulco or comparable tubing of the correct size. This makes it easier to get the tank out and in, and to line up the neck and the hole in the fender. Be careful not to break the soldered joint between tank and neck. Dave Lewis has never heard of a Buick sending unit wearing out. Obviously, the unit should be cleaned; if it's real bad, a glass bead treatment may be necessary. Incidentally, has anybody ever tried to figure out whether there's a modern fuel tank that would work as a replacement? I'll bet there is. If you have an answer, let me know, please.

ORIGINAL INTERIORS: HELP IS NEEDED. The Club ought to have a better library of information for its members. One thing that Dave and I would like very much to have is a file of photos showing original interiors in as much detail as possible, along with descriptions of the colors, fabrics, etc. We have many members who do not have ready access to original or faithfully-restored examples to use as models, and who are confronted with: (a) interior - less wrecks; or (b) some former owner's idea of "modernization" with plastic. Please help. Remember, glossy, sharp, black and white photos are best. (Take a look at the "Buburn" photo on page 23 of the last issue: this was a dull-finish original and did not come out well in half-tone. Now look at the cover photo in Vol. III, Issue 1 of Ray Lawson's 90L; this shows what I can do with a sharp, glossy print.) If you want, you can send negatives to the Editor, the Club will pay for printing them, and they will be returned to you. I view this Club as a sort of mutual-aid society. I am only the conduit for such aid. If we all had total knowledge and resources, there'd be no need for the Club, right? So, as Arthur Moore might say:

Cast thy bread upon the waters: for thou shalt find it after many days.



I have recovered my investment; all proceeds now go to Club.  
Order from Editor.



## TECHNICAL TIPS



1938 DEALER INSPECTION FORM. There was a form that Buick dealers were supposed to complete and place in the glove compartment of each customer's new 1938 Buick, before delivery and at the free 1,000 and 2,000 mile inspections. This is an 8½ x 11 sheet listing the various procedures to be done, with a space for the inspector or mechanic to check off completion of each. Jim Boutell (#024) has an original of this, and will provide to any member a few copies upon receipt of an SASE. Write to Jim at:

31716 Staman Circle Drive  
Farmington Hills, MI 48018.

This might add a real authentic touch to a restoration; Jim's generosity and thoughtfulness are much appreciated.

CLUTCH DISC. This advice from Jim Boutell (#024) of Farmington Hills, Michigan:

"The clutch disc on a '38 40 series is 10" diameter with a 1 1/8" spline. Almost all GM products use the 1 1/8" spline; however, they are 10¼" diameter. Ask the parts store for a CD2854 which fits a '57 to '63 Chevrolet with overdrive or a '64 Pontiac made in Canada. It's a perfect match for the original '38 series 40 disc."

Editor's thanks to Jim for this. In view of the popularity of '57 Chevrolets, I would think this part could be obtained from a number of sources if your local auto-parts place can't get it.

SHOCK ABSORBERS. I received some material from a firm in Philadelphia, PA that sells and rebuilds shocks for cars from 1937 on. "Cure-ride" rear shocks for 1938 are \$64.04 per pair (ask for #40945, described as "extra heavy duty"); rebuilding of Delco lever-action double-arm (front) is \$58.15 each and single arm ('37 rear) \$41.25 each. I assume shipping charges would be added. Materials and workmanship are guaranteed for 90 days or 4,000 miles, whichever comes first. They also may have some rebuilt lever-action shocks on hand. The Shock Exchange - mailing address P.O. Box 38, Newton, PA 18940; shipping address 2317 North 15th Street, Philadelphia, PA 19132. Or call Russ Largay at 215/229-3200. (Neither Dave Lewis nor I have any experience with this firm.)

## Decal Sale!

\$1.00 each postpaid;  
3 for \$2; 6 for \$4;  
8 for \$5; 10 for \$6.

## TECHNICAL TIPS

AIR CLEANER ELEMENTS. OK, car fans, try this: suppose you have the two concentric mesh rings, but need that hairy mass of copper threads that goes between. No need to pick over a junkyard, according to Al McMichael (#319) of Woodbury Heights, NJ. Go to your nearest supermarket, head for the soap and Brillo section, and get a box of Chore Boy. What is that? You guessed it: a hairy mass of copper threads! (Made to clean pots.) Take this apart, stuff between the two rings, and there you are. If you picked up a handy six and a bag of Doritos while you were at the store, sit down, relax and celebrate your cleverness.

COWL VENT DRAIN TUBE. In case you hadn't noticed, there's supposed to be a rubber tube from the cowl vent drain through a hole in the firewall, so if you drive in the rain with the vent open, your authentic brown and white wing-tips will stay neat. This tube needs to be thin-walled and  $\frac{1}{2}$ " ID; very hard to find, but no sweat for Mr. McMichael, the master of new uses for familiar objects. All you need to do is cut - very carefully - through the outer layer and the nylon webbing of a  $\frac{1}{2}$ " ID heater hose and peel these off the inside part of the hose.



MAIL



NOTES ON AUTO RESTORATION FROM TEXAS. Mike Scudder (#437) of Houston, who joined us recently, is obviously blessed with a house like the one I had when I lived in New Jersey; that is, it has a real attic. He says:

"I am now in that phase of reconstruction where I am bringing down more parts from my attic than I am putting up in it. I will send 'finished' photos when the attic is empty."

This is terrific, and I wonder what's in that attic, or more precisely, what was in it. You will note that Mike used the word "reconstruction" rather than the usual "restoration"; I assume he started with something requiring heavy effort to make into a car again. I also assume that the photos when we see them will show the car, not the attic, although I think an empty attic in an occupied house is rarer than a '38 model 87 and thus definitely worth seeing. Keep at it, Mike, we're with you.



HELP WANTED (No, I have not started an employment agency.)

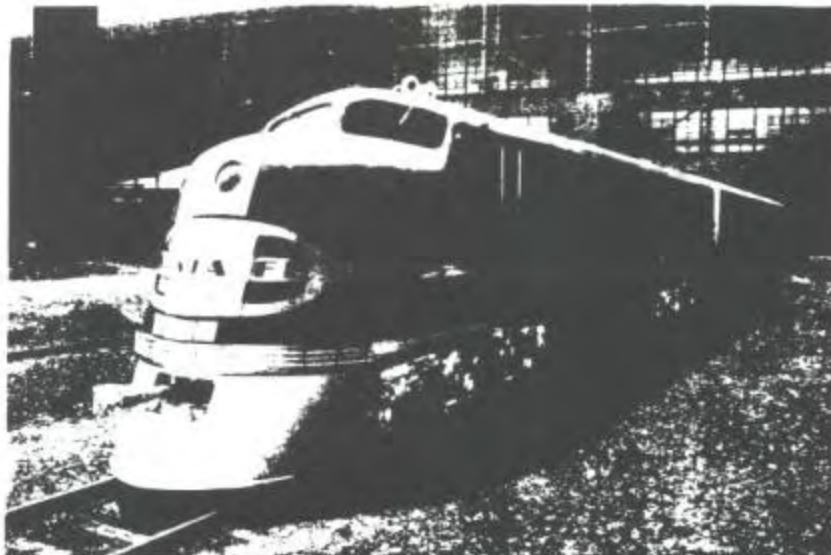
JERRY ROOT (#422) writes: "I would like help with trunk detailing, accessories, paint specs, and interchangeable parts. I would be glad to correspond. Jerry Root, 71 S. Pollard Drive, Fulton, NY 13069." OK, some of you folks in upstate New York (or anyplace else), can you give Jerry (a self-described "novice") a hand, or advice, or at least encouragement, please. That's one of the things this hobby is about.



## TECHNICAL TIPS



SUBSTITUTING SEDAN & CONVERTIBLE DASHES & MOLDINGS. In the last issue, there was in the Questions Answered section a question as to whether a sedan dashboard and garnish moldings could be put in a convertible. Dave reported that there are two different parts numbers for the dashes, and thus there must plainly be some differences, but we were not sure exactly what. Our member from South Africa, Jimmy Haggland, who has taken apart and put together many a Buick, advised me that there are fairly significant differences in shape along the sides, and that the switch cannot be made without some reshaping. He also points out that the windshield glass on a convertible has a different shape -- more rectangular; therefore the rubber moldings and garnish moldings cannot be interchanged with sedans. In convertibles, there are also important additional strengthening members behind the dash. And, the convertible chassis has 1/8 inch thicker steel: "don't be fooled," says Jimmy, "This is a lot of metal," when spread over the whole chassis. Our thanks to Jimmy for his friendliness and help -- there'll be more from him in future issues. (I sent a complete copy of Jimmy's letter to Dave and to Lloyd Botham, who asked the original question; if anyone else wants one, send SASE to the Editor.)



(Information and photo from Railfan & Railroad magazine.)

One of the first of a long line of E-class diesel locomotives outside the GM Electro-Motive Division's new plant in LaGrange, Illinois in June 1937. The diesel lent itself to "modern" styling and color treatment in a way that the steam locomotive could never match, and GM's experience in automotive styling, as much as its engineering capabilities, was responsible for EMD's ultimate primacy in locomotive sales. Most of the EMD color schemes were invented, not by the railroads, but by GM stylists. This example, built for the A.T.&S.F.'s new Super Chief, shows what became perhaps America's most well-known railroad logo and color scheme: the Santa Fe crimson, yellow and silver "warbonnet," the work of GM artist Leland Knickerbocker.

What else  
was GM up to  
in 1937 ?



To a greater or lesser extent, all of us are re-creating the events of an earlier time, and I, for one, think it's interesting to see some other things that were happening in 1937 and 1938, especially in industrial design, in architecture, and in "style" generally. Thus, I'll present in these pages from time to time a quick look at some non-Buick, non-automotive subjects from the late 1930's, that I find interesting. If you like this, say so; if not, say that, but I may keep on anyway.

# QUESTIONS ANSWERED



*... by Dave Lewis*

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Question; How was the Trunk detailed in a 37 Model 41.

Answer; This model had a Burlap type material, edged with vinyl, that was glued to the inner sides of the trunk walls on each side. The front of the trunk [rear seat back] was covered with a black cardboard. The floor of the trunk was covered with a black felt, about 1/8" thick, over all areas of the trunk floor. The material was similar to the Roofing Felt we use today, but heavier. You could purchase, thru the "Parts Department", a Brown Rubber Mat for the Trunk Floor if you wished. This Mat was Brown and carried the Buick Name and The Body By Fisher emblem as the front Rubber Mat did. This Mat, on the non-sidemount cars, was made to go on top of the Tire Board. To my knowledge, nothing was ever offered to go under the spare tire. The Mat for the Side-mount cars covered the main floor of the trunk and of course was much larger than the other mat, but neither mat was ever offered from the factory when you purchased the car. This Mat was made exactly like the Front Floor Mat as far as design and color goes.

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Question; How were the wheels painted? were they just a solid color with the pinstripes as an option, or did they all have them?

Answer; The Pinstripe was standard on all 37/38 Buicks. Some models offered an optional color for the wheels which included a different color stripes also.

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Question; Is there a company that sells Headliners and pre-made upholstery kits for 37/38 Buicks?

Answer; I know of a company that makes the Headliners up ready to install in your choice of fabric. I'm sure there are others, but this is the company I have used. They are Western-Hyde-Tex in California. They do a beautiful Job and the fabric they offer looks very good. No one, that I know of, makes an upholstery package for our Buicks, But several companys sell the Fabrics. Your best bet is to send them all the samples of your original upholstery and they wil? send you their closest match. Be sure and send them a sample of yours that is not sun bleached. You can find a small piece that was folded under that will be very close to what it looked like when the car was new. Your local upholstery shop can help you on ordering the correct quantities and can install the fabric. There are several very good companies that sell the fabrics.

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Question; My car presently has the Bedford Cord interior. Would it be correct to change it to the Mohair material?

Answer; I personally don't see any problem with changing if you want, although the Bedford Cord interior was the better interior in 37. From a "Show Car" point of view you probably also would not have any problem as the Buick Shows and most others usually do not check your Data Plate to see which interior you should have. If you prefer the Mohair over the Cord, I would put it in if I were you.

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Question; What is the grill protector called, (Sharktooth), is it proper to have one on the front alone or is there one for the back also?

Answer; The Grill Protector was simply called "Bumper Center Guard" and it would be prope to use it alone or they also offered one for the rear that was spring loaded that would fold down so you could open the trunk.

---

Question; #1 What is the proper color for the Steering Column on a 38 Buick Century?

#2 What does the Heater,Defroster and Fog Light Switch Look Like?

Answer; #1 The correct original color, By Dupont, was "Marsh Brown", number 202-52258. This number and name are of course worthless today. The color I use today is Dupont #5103L which is a very dark brown metallic lacquer. It seems to match the original very close. This same color was also used on your Gear Shift Handle.

#2 The Heater and Defroster used two separate switches. They mounted just to the left of the steering column lock assembly on the bottom edge of the Dash Panel. All you could see when they were installed was the knobs hanging down. They usually used a Brown Knob for the Heater and a cream colored knob for the defroster. They were a universal type used in many cars of the period. It was a reostat type switch that cut the current by twisting the knob. When you pulled the knob off there was a light bulb under the knob that would light up when you turned the switch. I can't answer you on the Fog light switch because I have never seen one on an original car. I would assume anything would be O.K. from that period. The books show it was a fused switch and I would guess it was a simple on/off type that you could mount where ever you wanted, where-as the heater/defroster switches had the two factory holes in the bottom ledge of the dash for them.

Question; I would like to install Turn Signals on my 37. Can you tell me what parts to get?

Answer: I use a Switch made by "Signal-Stat Company. You can buy them from most Truck Dealers as they still use them today. It looks very much like the period of 37/38's. It comes in Flat Black and then you can paint it the dark brown to match your Steering Column. The Kit number is #900 and it has the built in Emergency flasher. Since your tail lights are double element bulbs, the only thing you need to add is new sockets for your fender marker lights to convert them to your turn/park lights. I buy a new socket from my local Napa store and the part number is #LS6232. One of our members wrote an article about this conversion, with a wiring diagram in Vol#2, issue #3, page 14-15. If you do not have this issue you can write the Club office for a copy. Please include \$1.00 to cover postage & copy.

Question; I have been unable, after several years of trying, to find the Acrylic Enamel paint formula for "Oshawa Blue" (Canadian), which, I believe, is the equivalent of the U.S. "Gainsborough Blue". I have found the straight enamel formula, but none of the paint reps have been able to cross it over to an acrylic enamel formula. The color is a very dark blue/purple, almost black.

Answer; I checked my color chips for the Gains-borough Blue and mine shows this color to be a very dark Blue/Green color. I don't know if that's what your looking for or not as I don't have the Oshawa Blue Chip. The old formulas are worthless today. You have to look through the current chips and find a close match. That is what you must do and frankly I have never had any trouble finding a match. I would suggest you not paint your car with Acrylic Enamel. If you rub the enamel it will look exactly like lacquer, which is great, but you will not be able to spot in for scratches later. The enamels just don't wear or repair like lacquer. The metallics are going bad in about one to two years also(Dupont Centari) and you've got a big problem if you scratch a small place and can't spot it in. With Lacquer you will have no problems at all. On our Show cars we use the Enamels on the Cowls and door jambs and lacquer on the rest of the car. It works out super.



# QUESTIONS



Question; Are all Dashes and Garnish Moldings for 37 Model 41 Buicks Woodgrained or painted? (Mine are painted Blue)

Answer; Yes all 1937 Buick, series 40-60 are Woodgrained on their Dash and Garnish Moldings. This is not true for the 80-90 Series. Someone has re-painted your Dash.

Question; Will Sidemounts fit from another model or another year? (ex. 37/41 to a 38/41)

Answer; When installing Sidemount Fenders you must use the same year and model as the car you have, with the exception of the 37 series 80 and 90 which are the same in the same year. You can not change years between 37 and 38. You also must have the correct Sidemount covers for your model as each series has different covers to accommodate their respective tire size. This is why it is very difficult to try and buy all the parts from different sources to make up a set of Sidemount fenders and covers. You should try to buy the complete outfit off the same car so you are sure you get all the correct pieces. It is also cheaper in the long run to purchase the complete outfit from one source rather than buying pieces all over the country.

Question; Did the 37's have accessory spotlights and fog lights? If so what size and which color lenses. How were they attached?

Answer; Yes both were offered thru the Parts department. The Spotlight [called Safetulite] was offered in 1937. It had a black painted housing with a chrome rim. Buick also offered Driving Lights (Fog Lights, Yellow Lens) and Passing Lights (White Lens). They were offered in a kit with a fused switch, wire and a 360 degree bracket which fastened on the front bumper arms. You could either buy one or two, but they recommended two for the most satisfactory results. Below is a copy from the Master Parts book for 37 which shows both lights and their prices in 1937. I don't know if their cases were chrome or not. In volume #1, Issue #8, Page 21 of our Newsletter, we published an old Buick Ad which shows the Safetylite (Spotlight) for 37 Buicks.

## GUIDE DRIVING AND PASSING LAMPS



DRIVING LAMP  
PRICE



PRICE

Night driving with day-time safety is possible with Guide Driving and Passing Lamps. These lamps can be operated in conjunction with the "driving" and "passing" beams of the regular headlights and may also be operated independently by separate switches provided with each lamp.

The driving lamp throws a concentrated controlled beam down the highway, picking out turns, signs or possible obstructions, beyond the range of the headlamps.

The passing lamp lights up the right-hand side of the road clearly when using lower beam of headlamps in approaching and passing oncoming cars, avoiding the possibility of accident due to blinding glare or insufficient illumination.

Either lamp may be installed separately, if desired, but the use of both lamps is recommended for most satisfactory results.

These lamps are of the same quality and rugged construction as the Guide Fog Lamp, shown above. They are also provided with the same 360 degree universal mounting bracket, fused switch, extra long waterproof cable, and complete installation data.

Packed individually—weight 5½ pounds. Standard carton contains six (6) lamp packages.



Question; I have an original gem; a '38 Special 4-door fastback. Recently, it acts as if it slips out of gear. When it does this, noise comes from the rear end. The differential and the "U" joint looks O.K. Mysteriously it can slip in and out of gear. Any Advice?

Answer; When ever I think "I've heard em all", I get a letter like this. You say it acts like it slips out of gear?? If it indeed slips out of gear and the gear shift handle moves too..then the sycronizer is bad and should be replaced. The part that amazes me is the slipping in and out...I would guess the drift pins that hold the drive shaft together are broken and for some reason are still partially holding. Whatever..I am sure you will find your problem upon takeing the rear end assembly apart. Your "Looks O.K." makes me wonder if you've torn it apart or not. If you don't find any broken parts by takeing the rear inspection cover off, then you will have to remove the entire assembly to take the drive shaft out and inspect it and the pinion. Make sure you have some qualified help before you remove the pinion as it must be put back together properly or you will have even more problems.

Question; Are the Side Hood Louvers black inside or silver colored?

Answer; All the Hood Louvers were painted with a Silver Color between the stainless strips. The exact color was "Roi Gray Metallic Duco" # 202-31731. These numbers and name are of course useless today. I use Dupont Centari Enamel on the cars I restore and everyone that has seen it seems to agree it looks original The paint number for it is #5580A and is simply called Silver Metallic.

Question; Where can I buy the Clips that are on the wheels to hold the Hub Caps?

Answer; Sometimes you can find them at swap meets, but I just rob one off another used Buick Wheel when I need one. They should be the same on several years of Buick and it's rare when you need more than one. Sometime you just have to look around an Old Junk Yard and match one up.

Question; Do the Hood Louvers have a name in them and if so, is it on both sides?

Answer; Yes, all models have their name on both sides. They will say "Special", "Century" "Roadmaster" or "Limited" depending on the model you have. These emblems are removable and are made of Brass. You want to remove these when painting the louvers and paint them seperately. They will be painted Silver to match the louvers and then take them to a signpainter and have the letters themselves painted black. If you've got a real steady hand, maybe you can do them yourself....Good Luck!

## DAVE LEWIS RESTORATION



3825 South Second Street, Springfield, Illinois 62703

217/529-5290

Detailed Restoration And Parts For All 1937 And 1938 Buick Automobiles



# QUESTIONS



Question; I have a 1937, 60 Series, 4-Door, model 67. I have just completed a Frame (#1) off restoration over the past four years. It has turned out perfect except for two things. The first problem I am having is; The hood at the grill, does not come together enough. The hood is seated on the rubber pads on the front nose assembly and runs parallel to it. The hood does not run parallel to the grill. It has a space of about 3/4 inch next to the nose assembly and 1 inch at the end of the hood. This condition is on the passengers side except it is less.

Answer; (#1) ; I think..I know what you are talking about. I assume you are looking at the Grill, Standing in front of the car, and there is a large gap between the top of the grill and the lower edge of the hood. One side even wider than the other. On this assumption, I will go on. Number one..This area is not perfect on any car, but you can, by adjustments make it very close. I am also assuming you have the chrome strip attached to the lower lip of your hood that also serves as the top of the grill when the hood is closed. To adjust this area it will be necessary to loosen ALL front end sheet metal attaching bolts. Of course this would be simpler if this adjustment was made before the fenders were put on, but that's water over the bridge now. I start by putting the hood and nose section on first, leaving the fenders till last. This allows a much easier adjustment. The 37 Buick is one of the hardest cars I have ever tried to align because everytime you move the nose it changes several other points on the hood. I start by shimming the large center frame mount under the radiator to get the correct height. When doing this you must watch the front, back and top of the hood to maintain correct clearances at every seam. The next is the hard part. You can change everything by moving the nose forward or back as well as side to side. You must have someone help that can watch what happens when you make each move or you will have all your paint scratched to pieces. You will notice that one move will correct one side and then mess up the other. Just picture in your mind what will move when you move the nose one way or another. About the time your ready to throw in the towel..it will fall into place. If it's not too much trouble, I would strongly suggest you remove the front fenders as it will be a lot easier without them in the way. It is essential that the nose and hood are aligned, before you attach the fenders, as they lock everything together. I wish there was an easy way to align one of these cars, but the way I have described is the only way it can be done. As a safety precaution, I put masking tape over the paint in all areas which might be scratched during the alignment. I learned that the hard way a long time ago. I've done several 37's and it still takes me about two hours to get one close and I've never gotten, or seen, one perfect yet.

Question; I have reconditioned the motor on my 37 Century by grinding the crankshaft (#2) and installing new bearings along with insert rods. The seventh cylinder had a crack in the wall and a chipped piston so I installed a wet sleeve and a new piston in it. I have good oil pressure but have a vibration at about 1500 RPM. It is not too bad, but it is not as smooth as I would like.

Answer (#2) It appears you might have two problems, both related to balance. The first would be the Rod change you made and the second is the new piston. Although it usually doesn't cause any problems, I have found when changing rods from one engine to another, that sometimes you will experience a "Vibration". The same is true on pistons when they are not a matched set. I learned the Hard Way and now I have all Rods, Pistons, Flywheels, Crankshafts and Clutches balanced when I build an engine. I am re-doing one for a customer now for a vibration which, we later found, was an unbalanced Rod. I would suggest you tear the engine back down and get the problem solved before you beat the bearings out or worse.



# QUESTIONS



Question: How, if at all, does the average guy have his Dash woodgrained in view of the fact the dash is welded in place? How do you get it out?

Answer: The only dash that is welded in is the 37 80 and 90 series cars. These two models do not have woodgraining and you simply paint them in the car. They did however use a "Lace" type pattern between the Speedometer area and the glove box area. But back to your question since you own a 40 series. The following is from my 1937 Factory "Dealer Service Bulletins" and should answer everyone's questions about removing the dash on their 40 and 60 series cars. As to the actual Woodgraining, I would strongly suggest sending your parts to a professional unless you are very "Artistic", which I am not. The average cost is around \$525.00 for the Dash and all Garnish moldings.

## SERIES 40-60

### **INSTRUMENT PANEL FINISHING 1937 MODELS ALL SERIES**

The Instrument Panel is a separate steel plate unit, secured in place with self-tapping screws. The lower edge is insulated from the front end frame with a strip of Protection Tape, No. 139-X, to prevent squeaks at that point. The upper edge lies along the windshield aperture and the screw heads at this point are concealed by the windshield garnish moulding. Insulation at the upper edge is provided by the windshield sealing compound which has a tendency to work under the panel and act as a silencer.

In production, the finishing decalcomania, or transfer, is applied to the sheet of steel before the instrument panel is stamped out. After coming out of the die, the panel is oil sanded and sprayed with clear lacquer to bring out the lustre.

Only scratches or small cuts can be successfully repaired. For this touch-up work, the dealer can mix up a paint that will match the color of the panel, or he can obtain the exact color by ordering Prima Vera Grain N-150 from Ferbert-Schoerndorfer Co., Cleveland, Ohio.

If any considerable area of the surface has been marred, two courses are open to the dealer. First, if acceptable to the owner, the entire surface of the panel may be cleaned off to bare metal and the panel primed and finished in an appropriate shade of Duco. Second, the entire panel may be removed and replaced with a new panel ordered from the Factory Parts Department as follows:

Note that Transfer (Group 10.261 - Part No. 4075399) can be supplied by the Factory Parts Department but, since the panel must be removed from the body in order to apply the transfer properly, it will usually be found more economical and more satisfactory to install a new panel.

Group No.	Part No.	Name	For
10.230	4078246	Inst. Panel	40-60 - Less Convertibles
10.230	4078255	Inst. Panel	40-60 - Convertibles only



To remove the Instrument Panel proceed as follows:

1. Remove rear view mirror and windshield garnish moulding.
2. Remove door weatherstrip fastenings from floor to top of windshield in order to bend weatherstrip out of the way.
3. Remove glove box door and place in glove box. Remove glove box screws.
4. Disconnect hand throttle control cable at carburetor.
5. Remove light switch knob from panel. (It is unnecessary to disconnect the wires.) First unhook control button from switch and then pull out of panel. With an Allen wrench remove bezel which holds light switch against panel. (See Fig. 12-37 in Shop Manual.)
6. Remove cigar lighter wire connection.
7. Remove map lamp from panel. Remove bulb and socket from shield. The wire and socket base may then be pushed through the panel opening.
8. Remove radio control knobs by loosening set screws. Remove control bezels and lock nuts. (It is unnecessary to remove the radio.)
9. Remove two screws holding cowl ventilator control.
10. Remove steering column bracket screws at panel.
11. Remove all screws holding instrument panel to the sub frame.
12. Slide panel out slightly and unhook wiper control which will complete the disassembly. (It is unnecessary to disconnect any part of the instrument cluster as this is fastened to a sub frame.)

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#### 80/90 SERIES DASH REFINISHING FROM 1937 DEALER SERVICE BULLITINS....

##### SERIES 80-90

The Instrument Panel is an integral part of the front end frame assembly and is finished as follows:

The panel is primed and coated with Duco No. 202-52341, Lustre Light Gray Medium. The embossed or raised sections are then covered with Transfer Cement FS-1017 (DiNoc 1169), which may be obtained through the Factory Parts Department. While this cement is wet, Transfers (Group 10.261, Part No. 4075400 Right Side -- Part No. 4075401 Left Side) are immersed in water and put in place on the panel. A rubber pad is used to smooth out the transfers, after which the paper backing is peeled off and any remaining wrinkles smoothed down with a sponge. Any air pockets should be pricked open and smoothed down. A sharp knife should be used to trim out the Transfer in the Instrument and Glove Compartment openings and the edges carefully pressed down around the openings. After drying, the panel is oil sanded lightly and sprayed with clear lacquer.

As with the Series 40-60 Panels, small scratches on the surface of the transfer can be repaired, but if the damage covers an appreciable area, it is advisable to replace the transfer, or clean off the entire panel down to the bare metal, re-prime and finish in a shade of Duco acceptable to the owner.

QUESTION; I wish to re-wire my car ('37, 40) and restore the instrument cluster painted metal parts. I cannot find in my manual any description of how the instruments (the various gauges, that is) are removed from the dash. Please describe how to do this. Also how to remove the center radio grill & chrome stuff. (car does not have radio).

ANSWER; Since the wiring harnesses come in two sections you should first decide if you will be replacing the front half and the back half. If you are only replacing the front half (Dash to Headlights) you should take care to remove the factory plug which is under the Dash in the left upper corner. After this is un-plugged you can simply start cutting wires taking care not to cut the oil pressure line and the Water Temperature line. These should be removed first with care. You can screw fitting out of the back of the gauge on the oil gauge, but the water Temp sender must be removed at the engine. Most of these are "Stuck" from time, so after removing the outer nut, you should soak with a "de-Rusting" agent for awhile until you can pull it out without breaking the line. This can sometimes take hours, so be patient. Once free from the block, remove the line thru the dash and then remove the four screws from the back of the dash panel and remove the gauge and line. Once the Water Temp and oil line are removed you can continue just cutting all wires away and junk them. After All wiring is removed you will easily be able to see the four nuts on the back side that will remove the cluster from the dash. Don't worry about where all the new wires go because the new set is very easily installed with its directions. After the cluster is on the bench you can remove the other gauges very easily. Put them aside as they are usually O.K. as far as appearances go. Then very carefully remove the back lip of the chrome face plate and the cluster will come apart. Take the inner panels to your local paint store and they can match the colors, usually in a spray bomb. You can purchase the New glass which has the new numbers. After installing the new glass and painting the panels you can re-install.

Below are the sources I use in restoring the dash and wiring. There are several other very good companies that sell these products, but these are the ones I use.

#### Dash Panel Paints for instrument cluster;

##### DUPLI-COLOR LACQUERS

These paints are handled at most large Hardware and Auto Parts Stores. They will have a large rack with the colors on their caps. Take your old parts and match the colors you need.

#### Dash Glass For 37/38 Buicks;

Scott Young  
332 Devon Drive  
San Rafael, CA 94903  
415-479-9317

Speedometer Glass 37/38	\$38.00
Clock Glass 37/38	\$28.00
Radio Dial Glass	\$23.00

#### Wiring Harness

Harness Unlimited  
Box 435  
Wayne, PA 19087

Makes Harnesses for all 37/38 Buicks and also handles extra parts if you need them. They will Add into the harness, Turnsignals, Trippe Lights or whatever you want. Write for prices.



# QUESTIONS



Part #2 of Question; How to remove Dash Chrome Grill; These are attached by an assortment of Speed-Clips and Nuts. When Everything else is removed you will be able to see what is holding the grill.

SUMMARY: I would advise anyone that is contemplating this project to not do this until you are ready to do your Woodgraining and Wiring. These two projects should be done at the same time to avoid problems. It's all very simple if you do both things at the same time. Also be prepared to spend around \$1,000 to purchase the new wiring and to have your complete Woodgraining done. Of course you can save a lot if you do your own Woodgraining. You could also save money by only having your Dash And Windshield Garnish molding done now as you could do your windows later, but you might be risking a "No-Match" situation later on the Woodgrain. You must also consider the costs of the re-chrome work on the dash, not to mention the costs of the New Plastics. The chrome and Plastics can run about \$300.00 real fast. The main thing is to be prepared in advance, before you tear your Dash apart, so you will know the costs you are getting into. It's not un-common to spend \$1,500 to restore a Dash to "Showroom" appearance when Radios are costing in the neighborhood of \$300.00

1937 Buick 1938 - Dave

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NOTE ON MEMBERS' CONTRIBUTIONS. Over the past few months, I have received some fine material from several members, without asking. I intend to print all, or at least most, of this in future issues; indeed, some is in this issue. Subject to some measure of editorial discretion, I will print almost anything you send me, provided it relates (in some way or other) to '37 or '38 Buicks, the Club, or its members, and is not totally illegible, totally off the wall, or scandalous, libelous or otherwise unprintable. It may, however, take a while before any particular contribution finds its way into these pages. So please be patient, authors. (An exception to this of course is ads which go in just as fast as possible.) On second thought, maybe we should have some scandalous matter. Anybody have any? Amorous adventures, youthful indiscretions in the back seat of Dad's '38 Roadmaster, that kind of thing?? Names will be withheld on request.

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## PARTS WANTED

## PARTS FOR SALE

WANTED - '37 Century rear end, complete in good cond. located in Florida or Georgia. Have '38 Century rear end to trade if you're interested. Can meet at a Florida swap meet.

BERNARD COVENEY (#364)

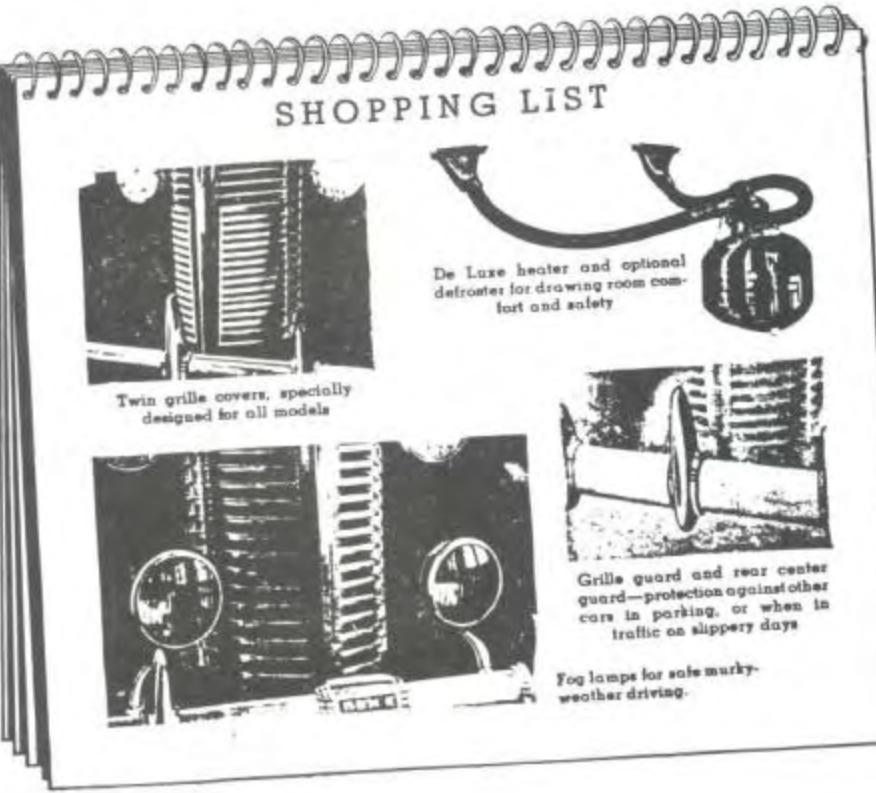
4470 Darden Ave., Titusville, FL 32780      305/267-3553

FOR SALE-'38 ser.40.Wheels,\$25 ea.; transmission,\$80; belt moldings, nose frame,\$40.

WANTED-'37 accessory bumper guard; fog lamps; fender markers; hub caps; pass. side wind. wiper transmission; windshield windshield garnish molding--for model 81.

RICHARD RUSCHE (#453)

Rt.1, Calhoun, MO 65323.      816/694-3655



## Merry Christmas to—Your BUICK For—Yourself

Like the small boy who gave his mother a football for Christmas, you benefit directly from all accessories given to your Buick. Radios and heaters assure you of solid comfort this winter. Fog lamps enhance your safety. Seat covers, grille covers, and grille guards protect the appearance of your car.

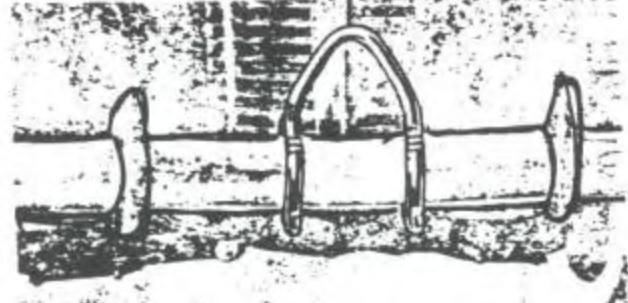
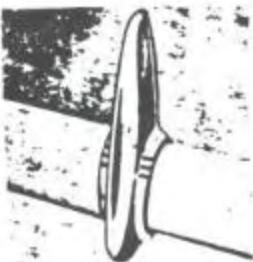
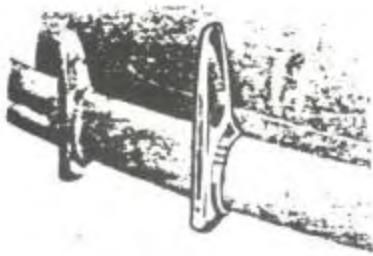
A few of the many popular Buick accessories are pictured here. Others, including special accessories for 1937 and previous models, are equally desirable. All may be purchased at very moderate prices from your Buick dealer.

Why not look over your dealer's line of accessories tomorrow? Take a tip from the small boy—give your Buick a present for yourself!

Taken from The Buick Magazine for December 1937 and February 1938. I had intended to run the "Christmas" ad in this issue for obvious reasons, but I think this material is doubly timely because some members have inquired about fog lamps and grille guards. Note that the cars shown are '38s, and that the decorative "Buick 8" piece in the center of '38 bumpers was removed when the grille guards were used. I know that the single "sharktooth" guard was also a 1937 accessory, but am not sure whether the double-bar "deluxe" was offered in that year. (See also the Technical Q&A in this issue.)

## DON'T LET YOUR BUICK TAKE IT ON THE CHIN

**Regular grille guard . . .** Designed to match the bumper guards perfectly, this strong grille guard extends seven inches above the bumper bar, gives protection to the expensive radiator grille and center strip, and prevents interlocking of bumpers with subsequent damage to fenders. Price, \$1.95.



**Rear center guard . . .** Protection to compartment lid, lamp, and handle is the duty of this handsome, nickel-chrome-plated rear center guard. It will fold back out of the way to allow easy access to the rear luggage compartment or spare tire space. Harmonizes with rear bumper guards. Price, \$2.95.

**De luxe grille guard . . .** (above) Extra-strong insurance against bumps and locked bumpers is provided by this de luxe grille guard. Stamped from heaviest steel and plated with handsome nickel-chrome finish, this sturdy, tubular guard will withstand the heaviest bump. Centered upon the front bumper, it blends perfectly with the twin bumper guards and other fittings. Price, \$2.95.



# PROUD 1938 OWNER



IT TOOK ME 42 YEARS!

Story by Bill Elliot (#412) of  
Fayetteville, North Carolina

I had just recently gotten my long awaited, much coveted driver's license and was in the process of showing off with some friends by seeing how fast my Dad's 1938 Dodge would go (88 mph down any long hill, 82 mph on level ground) when I saw this 1938 Buick in the rear view mirror fast overtaking my puny efforts at speeding.

Within seconds this big black beauty of a Century sedan with sidemounts and being driven by a properly attired chauffeur flashed past me like I was still shifting gears.

In the back seat was a very distinguished looking couple chatting with each other. They didn't even glance my way! Just moving on down the road to Florida I'd guess since it was winter and New York tags were on the car.

They were quite unaware, I'm sure, that the young southern lad was running his Dad's car full out!

I made up my mind then and there to own such a car as had just "blown my doors off."

What with one thing and another, (World War II, starting a business, marriage, four sons, etc.) many years passed before I was able time and money wise to realize that 1941 resolve to own a 1938 Buick Century.

I was able to acquire a beautiful black Century Sedan with sidemounts and showing 47,729 miles in late summer of 1983. Exterior cosmetics are excellent and at present it is in an upholstery shop for a new interior.

Still being much more interested in driving considerably faster than 55 mph (with citations to prove it), I really look forward to surprising members of the younger generation with the 1938 Century's abilities. - Bill

\* \* \* \* \*

I just love stories like this, and can picture the entire scene. Funny how things like that stick in one's mind. (I remember something similar, but I think the passing car was a Lincoln Zephyr.) I wonder if that chauffeur knew where all the infamous Georgia and Florida "speed traps" were; I'll bet he did. And who were the people in the back seat? Of course, we'll never know, but we do know for certain that '38 Centuries make lasting impressions.

Bill mentioned that during the North Carolina summer he considered putting air conditioning in the '38, but ultimately abandoned the idea when he got a nice '49 Super; he's putting it in that one instead. "I feel sure," he says, "that this will please the majority of 1937 and 1938 owners." I daresay it will! I can just hear you all saying: "He did what"? In a way, though, I'm disappointed. It would have made one hell of a "Technical Tip"! - Bill

**PROUD 1938 OWNER**



**Leland Greer's  
46C**

We present here the 1938 46C of Leland Greer (#483), one of our new members, from Orinda, California. "The cutest car I have ever owned," he says. Now, I'm not sure all of the membership would agree with "cute," but there will be no dispute over this: "I looked at a lot of cars, but no car can compare with the Buick; they are beautiful, sturdy, efficient and run forever with a minimum amount of problems." Everybody agree? I thought so. Leland, incidentally, is President of the Contemporary Historical Vehicle Association, so he knows what he's talking about. "Keep up the good work," he says, "you have helped a lot of us...." Thanks, Leland, it's a pleasure to have you with us. [Note the grille guard and rear "sharktooth" on this car; also the shape of the windshield -- see pages 13, 14 and 23.]



# PARTS FOR SALE \*\* PARTS WANTED

## FOR SALE:

'37 Series 60 (Parted from model 67)

Both sidemount fenders w/frame hardware mount	\$200 Ea.
Transmission (Complete)	\$250
Rear end, torque tube, drum-to-drum (complete)	\$250
15" rims	\$30 Ea.
Emergency brake handle & hardware	\$20
Rear Bumper (Needs rechrome)	\$20
Windshield wiper transmissions (No guarantee)	\$20 Ea
Front kick panel, rear arm rests, battery cover plate, headliner bow set, sunvisors, trunk hinges, cowl vent handle & hardware, door striker plates, passenger straps, pedal plate, clutch & brake springs & hardware, dome light assembly with wood mount, master cylinder cover plate, firewall throttle bracket, basic instrument panel, reveals and lots of other used, rusty, worn equipment. Each for around \$10.	

'37 Series 40

Both grill halves NOS or NORS never drilled or mounted. \$150 Ea.

Hood, restored and painted black. Slight rear stretch. \$75

Basic 248-inch engine block with seized pistons inside. \$75

Basic 248-inch head with bent valves \$50

(Ten bucks off the two items above iff you tell me what happened at the end of this engine's last windup.)

**EDITOR'S NOTE:** I've heard of a song called "The Last Roundup"-- but the Last Windup ??? Ten bucks also to any member composing a song with that title, suitable for print. Another ten for music.

Shipping is extra on all items and will be cheaper only if you pick up yourself. Send SASE for check return if item is sold.

Parts are stored in the Sacramento, California area.

WANTED: For '37 Model 46 (Special Opera Coupe)

Radiator

Seat assembly (entire; from the floorpan up)

Left grill assembly (Decent used will be ok)

Steering wheel (Banjo with horn hardware, used or recast)



Gary McFarland #415  
8200 Lichen Dr.  
Citrus Heights, Ca. 95621  
(916) 722-8066

# CARS FOR SALE



# WANTED

CAR FOR SALE- 1937 sedies 40 four-door sedan. Excellent tour car. 1953 engine. Interior re-done in modern fabric; new blue paint; good tires. Absolutely no rust. \$3,900.

JIM MALONE (#467)

4554 Oxford Circle, Macon, GA 31210. 912/474-1094



CAR FOR SALE. 1938 model 80C, Roadmaster Phaeton. 110,000 original miles. California car, no rust. This car has been in my family since new. \$19,500.  
JIM FULLER (#320)  
1081 E. Mountain Drive  
Santa Barbara, CA 93108  
805/969-4538

PARTS CAR. 1952 Buick Special 4-door. Complete but has some minor rust. Could be restored.

RALPH W. JONES (#216). P.O. Box 75, Rayland, OH 43943

MEMBERS PLEASE NOTE: Ordinarily, I would not print a "For Sale" ad that does not offer a '37 or '38 Buick, but made an exception in the above case since some parts from Buicks up through 1953 might be used in an "upgrade" restoration. Please do not ask the other members to in effect pay for an ad for your '49 De Soto, or your wife's Toyota, or anything else not '37 or '38 Buick, 'cause I ain't a-gonna print stuff like that.

CAR FOR SALE. "lead" from Mario Ballerini (#097)

1938 model 41. All trim intact, gauges work, exc. car to restore. Radio; good grille; original headlights in trunk. Owner is asking \$2900, will take \$2500. San Diego, CA area. 619/283-9527; 277-5854.

## CARS WANTED

E.A. (GENE) SLUSSER (#005) wants to purchase a 1937 phaeton in first-class condition, located within 1000 miles of New Hampshire. Gene's address: RFD 1, Box 121, Concord, NH 03301. Phone: 603/746-3718 (home); 603/224-8321 (office).

# PARTS FOR SALE•PARTS WANTED

## WANTED

Right side sidemount cover complete for series 40 or 60. Or will trade a left side for a right side, or sell my extra left side cover for \$50.

FOR SALE (A few extras from my 19 years of hoarding 1937-38 Buicks and parts.)

✓ 37-38 master cylinder kit, ser. 80, 90.....	\$15
✓ 37 new clutch disc, ser. 60, 80, 90.....	\$20
✓ 37-38 newly-rebuilt fuel pump, ser. 60, 80, 90.....	\$30 exch.
✓ 37-38 rebuilt water pump, ser. 60, 80, 90.....	\$25
38 engine compart. splash shields, ser. 40.....	\$50 pr.
37-38 headlight buckets, no rust, all ser.....	\$ 5 ea.
37 16" wheels, no rust or pits, ser. 40.....	\$20 ea.
37 good used intake manifold, ser. 60, 80, 90.....	\$20
38 good used taillight lenses, all ser.....	\$10 ea.
37-38 good used glovebox doors, 40, 60 ser.....	\$ 5 ea.
38 good used radio grille dash unit.....	\$15
38 used clock, complete, cond. unknown.....	\$10
37-38 used park light bases, <u>no</u> chrome.....	\$ 5 ea.
38 used valve cover, surface rust, ser. 60, 80, 90.....	\$10
37-38 used bumper bars, no welds or bad warpage, need plating, ser. 40, 60.....	\$20 ea.
37-38 front & rear bumper brackets, no welds or warpage, ser. 40, 60.....	\$10 ea.
38 cowl belt molding, between hood and front doors, ser. 40, 60.....	\$15 pr.
38 taillight assemblies including lenses, good used, ser. 40, 60.....	\$20 ea.
38 later style timing chain cover, to convert ser. 40 to press-in neoprene spring seal.....	\$10
37-38 new exhaust valves, ser. 40.....	\$ 8 ea.
37-38 new intake valves, ser. 40.....	\$ 5 ea.
37-38 metal clad head gaskets, all ser.....	\$10 ea.
38 new timing chain, ser. 60, 80, 90 or will <u>trade</u> for new 38 ser. 40 timing chain.....	\$25

SHIPPING EXTRA ON ALL PARTS

BOB PIPKIN (#076)  
2516 62nd St., SE  
Salem, OR 97301  
evenings phone 503/363-4712



## FOR SALE

1937 Bell Housing, series  
60, 80, 90; good used. \$15  
Complete set NOS King Pins,  
series 80, 90. \$40  
(Shipping extra.)

RENO DONOFRIO (#395)  
210 Foster Park Road  
Lorain, OH 44053  
216/233-8770

## FOR SALE

1937-38 Buick parking lights, complete, nice pair, \$65. Mint original 1938 Buick literature Owner's Manual with other insert goodies, \$35. Accessories Facts Book, small and rare, \$25. Centerline & Centerline Dual Radio Installation Instructions, \$25. All prices include postage and insurance with satisfaction guaranteed. Bill Barquist, Box A, Ogden, Iowa 50212

# PARTS WANTED



## WANTED

1938 series 60-  
 BUICK emblems (2) for sidemount  
 covers (good cond. only).  
 Sidemount retainer plates  
 (washers) (2).  
 Sidemount lock assembly includ-  
 ing double nut.  
 Torque ball assembly.

JOHN MULLENIX (#436)  
 1212 S. Michigan Ave.  
 Hastings, MI 49058

## WANTED

For 1938 series 40  
 Sidemount fenders.  
 Wheel (16").  
 Two hubcaps.  
 Radio control.  
 Spot light.  
 Runningboard stainless  
 molding.

Have many spare parts for 1935  
 Buick model 41 for possible  
 trade.

AL CRAVENER (#478)  
 P.O. Box 137  
 Vermilion, OH 44089

## WANTED - URGENT

Pair of sidemount fenders  
 plus covers and all hardware,  
 any condition, for '37  
 Roadmaster.

'37 and '38 ser. 60 dif-  
 ferentials, 3.9 ratio.

Container leaving Calif.  
 in January. Please contact  
 me immediately.

DODWELL DAVIES (#444)  
 P.O. Box 165  
 Bridgetown 6255  
 West Australia  
 Phone 097-611061

## WANTED

1938 - Center grille guard;  
 parking lamp front -- need  
 only the chrome portion of  
 the lamp but will buy the  
 whole thing if reasonable.

DON LOBNER (#378)  
 R.R. 1, Box 124A  
 Olathe, KS 66061

# PARTS FOR SALE

## FOR SALE

1937-38 runningboard moldings-  
 all series. Send SASE for  
 price list to Buick Restoration  
 Services, P.O. Box 442, Perry,  
 MI 48872. [Submitted by  
 James Campbell (#134)].

## FOR SALE

1937 series 60-  
 Hood, good.  
 Nose assembly, fair.  
 Steering column with switch lock.  
 Rear axle complete with drive shaft,  
 springs, hubs, wheels (15"),  
 and differential. Fair.  
 Bumpers, F&R, straight & rechromable.  
 Grille, L&R sides, one side in two  
 pieces, otherwise good.  
 Pair sidemount covers, good except  
 emblems.  
 Bumper brackets, F&R. Good.  
 PLEASE MAKE OFFER.

JOHN MULLENIX (#436)  
 1212 S. Michigan Ave.  
 Hastings, MI 49058

## FOR SALE

Top bows for 1938 Century  
 conv. coupe, with rear window  
 frame; incomplete. \$150 plus  
 shipping.

JIM FULLER (#320)  
 1081 E. Mountain Dr.  
 Santa Barbara, CA 93108  
 805/969-4538

# NEW MEMBERS

Arthur A. Moore (457)  
1925 Pontiac St.  
Oakdale, CA 95361

Andy Griffith (458)  
10500 Camarillo St.  
N. Hollywood, CA 91602

Curtis Wingwood (459)  
10119 Kirwood  
El Paso, TX 79924

Ron Cudmore (460)  
6211 Bee Ave.  
Agoura, CA 91301

Clinton E. Preslan (461)  
17900 Riverside Dr.  
Lakewood, OH 44107

David N. Greek (462)  
Hill & Griffith Co.  
1262 State Ave.  
Cincinnati, OH 45204

Patrick C. Ferris (463)  
39337 Logan Dr.  
Freemont, CA 94538

Arthur Sommers (464)  
RD 1, 514 S.Herbertsville  
Brick Town, NJ 08723

James B. Smith (465)  
Rt.8, Box 828  
Tulsa, OK 74106

Daniel B. McLaughlin (466)  
6608 Forty Mile Point  
Rogers City, MI 49779

Jim Malone (467)  
4554 Oxford Circle  
Macon, GA 31210

Curtis Backer (468)  
Rt.3, Box 135  
Bagley, MN 56621

Charles R. Reimer (469)  
230 Ridge Rd.  
New Milford, CT 06776

Terry King (470)  
4635 Los Feliz Blvd.  
Hollywood, CA 90027

Joseph J. Tako (471)  
1486 Metzger Rd.  
Valley City, OH 44280

E.S. Gilmer (472)  
Box 428  
Toccoa, GA 30577

O.J. Misjuns (473)  
523 Highland Rd.  
Newton, PA 18940

Albert W. Watson (474)  
250 Haldale Rd.  
Carmel, IN 46032

William F. Cary (475)  
1104 Clinton St.  
Rome, NY 13440

Howard Madison (476)  
3083 Stadium Ave.  
Napa, CA 94558

James E. Goodman (477)  
10354 Mud Lake Rd.  
Interlochen, MI 49643

Alan Cravener (478)  
P.O. Box 137  
Vermilion, OH 44089

Leon E. Gray, Jr. (479)  
5317 Patrick Henry Dr.  
Baltimore, MD 21225

Joseph L. Montaro (480)  
RD 1, Box 186C  
Linwood, NJ 08221

William L. DeRieux (481)  
1630 Colonade Rd.  
Knoxville, TN 37922

Thomas Gonzales (482)  
1034 Martenstein Ave.  
Bay Shore, NY 11706

Leland H. Greer (483)  
45 Claremont Ave.  
Orinda, CA 94563

Ross McConnell (484)  
151 Walby Dr.  
Oakville  
Ontario, CANADA L6L 4

Gary Mandville (485)  
16 Cornwall Hts.  
St.John's  
Nfld, CANADA A1E 3G7

Richard Monerman (486)  
11111 S.St.Lawrence Av.  
Chicago, IL 60628

Graham Rowe (487)  
#3 Gamenya Place  
Engadine 2233  
Sydney, AUSTRALIA

Jack Price (488)  
19 Barbara Lane  
Oakland, NJ 07436

Mick Lafevers (115)  
1001 Broadway  
Poteau, OK 74953  
(Former member)

# Welcome!

NOTE: I left out phone numbers and cars owned to save space,  
and because I don't have this info for every new member. If  
anyone wants to know this about any new member and can't find  
out any other way, drop a postcard to the Editor.

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COMING IN FUTURE ISSUES: A technical article on painting (if Lewis writes it); adventures in Australia; a Special Offer to members; McLaughlin-Buicks; more wrecks-into-cars stories; baby pictures (no kidding!); maybe a conclusion to the Name-that-Newsletter Contest; other goodies not now even known! Become famous: send stories, pix, tips! Get into print!

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FIRST CLASS



ADDRESS CORRECTION REQUESTED

842 Mission Hills Lane,  
Worthington, Ohio 43085

SWAP N'SELL NEWS BULLETIN

